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CONFIDENTIALCLASSIFICATION ~~SECRET-CONTROL/US OFFICIALS ONLY~~COUNTRY Soviet Zone of Germany

REPORT NO. _____

TOPIC Soviet Military Rail Movements in the Soviet Zone of Germany

50X1-HUM

EVALUATION _____

PLACE OBTAINED _____

DATE OF CONTENT _____

DATE OBTAINED _____

DATE PREPARED 17 October 1950

REFERENCES _____

PAGES 5 ENCLOSURES (NO. & TYPE) _____

REMARKS _____

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1. Three boxcars loaded with patent boxes were dispatched by the Fritze Brothers Firm, Sitzendorf, between 1 and 29 August 1950. The consignee was Unit _____ in Wulkow. (1)

2. The following is a list of military rail shipments observed in the 3d Sub-district of the Berlin regional railroad headquarters from 21 to 27 September 1950:

Shipment:From-To and Date

Three boxcars and 23 flatcars with troops:

Zerbst to Jueterbog-Altes Lager
21 September

Five boxcars and 25 flatcars with troops:

Zerbst to Jueterbog-Altes Lager
21 September

Empty shuttle train:

Jueterbog to Zerbst
22 September

Empty shuttle-train:

Jueterbog to Zerbst
22 September

Nine boxcars and 25 flatcars with troops

Bernburg to Trebbin
22 September

Five boxcars and 18 flatcars with troops

Zerbst to Jueterbog-Altes Lager
22 September

Sixteen boxcars and 27 flatcars with troops:

Koethen to Trebbin
22 September

Thirteen boxcars and 34 flatcars with troops

Koethen to Trebbin
23 September**CONFIDENTIAL**CLASSIFICATION ~~SECRET-CONTROL/US~~

This document is hereby regraded to **CONFIDENTIAL** in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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Class. Changed To: TS S C

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~~SECRET-CONTROL/US OFFICIALS ONLY~~**CONFIDENTIAL**Eleven boxcars and 20 flatcars
with troops:Zerbst to Jueterbog-Altes Lager
23 September

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Ten boxcars and 24 flatcars
with troopsZerbst to Trebbin
23 September

Twenty-one flatcars with troops

Zerbst to Trebbin
23 SeptemberTen boxcars and 24 flatcars
with troops:Dessau-Rosslau to Trebbin
23 September

Empty shuttle-train:

Jueterbog to Zerbst
23 September

Empty shuttle-train:

Jueterbog to Zerbst
23 September

Empty shuttle-train:

Trebbin to Koethen
23 September

Empty shuttle-train:

Trebbin to Koethen
23 September

Empty shuttle-train:

Trebbin to Koethen
23 SeptemberFifteen boxcars and 31 flatcars
with troops:Koethen to Trebbin
24 SeptemberSix boxcars and 28 flatcars
with troops:Koethen to Trebbin
24 September

Empty shuttle-train:

Trebbin to Halle
24 SeptemberFour boxcars and 6 flatcars
with troops;Eberswalde to Altengrabow
24 September

(3)

Empty shuttle-train:

Trebbin to Magdeburg-Rothensee
24 September (4)

Fifty-three boxcars with troops;

Gerdauen to Jueterbog
27 September (5)

3. On 23 September 1950 the Berlin-Lichtenberg Railroad Repair Section was ordered to fit out seven boxcar-trains for the accommodation of troops.
4. Six empty, eastbound trains left the Lichtenberg railroad station between 26 and 27 September 1950. They included one flatcar-train which left on 26 September; four boxcar-trains fitted for the transportation of troops which left on 26 and 27 September; and one flatcar-train which left on 27 September 1950. (6)

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5. Thirteen troop trains were unloaded in Belzig between 29 September and 4 October 1950. (7) Among them was a train [redacted] carrying trucks [redacted] and [redacted] were loaded with engineer equipment, that arrived from Weimar on 4 October 1950. (8) 50X1-HUM

6. The following shipments passed through Rathenow between 29 September and 1 October 1950:

ShipmentFrom-To and Date

Six boxcars and 39 flatcars
with troops and trucks:

Neuruppin to an unknown destination

29 September

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Six boxcars and 23 flatcars
with troops and trucks:

Rathenow-Nord to Altengrabow

29 September

Twelve boxcars and 27 flatcars
with 12 guns, 13 trucks and troops;
two of the cars were empty

Rathenow-Nord to Altengrabow

30 September

Seven boxcars and 27 flatcars
with troops and motor vehicles

Wittstock to an unknown destination

30 September

Six boxcars and 34 flatcars
with 28 tanks and 6 AA guns;

Wittstock to Belzig

30 September

An undetermined number of cars
with tanks

Wittstock to an unknown destination

30 September

An undetermined number of cars
with tanks:

Rathenow to an unknown destination

30 September

An undetermined number of cars
with tanks and trucks:

Neuruppin to Belzig

30 September

Twelve boxcars and 43 flatcars
with troops, guns and trucks:

Schwerin toward Wustemark

1 October

Fifteen boxcars and 24 flatcars
with troops and trucks:

Pankow to Altengrabow

1 October

(9)

An undetermined number of cars
with tanks:

Loading station and destination

unknown

1 October

Four boxcars and 35 flatcars
with engineer troops and pontoons;

Eberswalde to Rathenow

1 October

unloaded in Rathenow

An undetermined number of cars
with tanks:

Neuruppin to an unknown destination

1 October

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An undetermined number of cars
with guns and trucks:

Wittstock to an unknown desti-
nation

1 October

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An undetermined number of cars
with tanks and armored scout cars;

Wismar to Belzig

1 October

An undetermined number of cars
with trucks and radio trucks;

Techentin to Brandenburg

1 October

Three boxcars and 26 flatcars
with engineer troops and pontoons;
unloaded in O. (?)

Eberswalde to O. (?)

1 October

An undetermined number of cars
with trucks:

Schwerin to Belzig

1 October

Nine boxcars and 25 flatcars;

Prennitz to Altengrabow

1 October

An undetermined number of cars
with tanks:

Wismar to an unknown destination

1 October

Four boxcars and 28 flatcars
with canvas-covered tanks:

Wittstock to an unknown destination

1 October

An undetermined number of cars
with tanks and armored scout-cars;

Neuruppin to Belzig

1 October

(10)

Comments:

(1) the Wulkow ammunition depot.

(2)

(3)

troops may have been a headquarters unit of the Fourth Gds Mecz Army.

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(4)

previously reported on the arrival of many trains in Jueter-50X1-HUM
bog and Trebbin, most of them coming from Koethen and Zerbst.

The present report indicates that, between 21 and 24 September 1950, four troop
trains went from Zerbst to Jueterbog, four from Koethen to Trebbin, two from
Zerbst to Trebbin, one from Dessau-Rosslau to Trebbin, and one from Bernburg
to Trebbin. They probably carried components of the 7th Gds Tank Div which
had remained at their posts until shortly before the beginning of the final
maneuvers. Most of the units of this division had been holding their 1950
summer training in the Werder-Markendorf maneuver area. It is not clear
whether the components of the Third Gds Mecz Army will hold their own final
maneuvers in October 1950 in the Luckenwalde-Jueterbog area as they did in
1949, or whether elements of the army will participate in the large-scale
fall maneuvers in the Magdeburg-Dessau-Wittenberg area.

(5)

the same train on the Merbig-Cottbus railroad
line on 26 September 1950.

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(6)

the flatcar trains were probably used to transport

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units participating in maneuvers. The four boxcar-trains presumably belonged to shuttle-trains [redacted] which had to be assembled for the transportation of troops. [redacted] 50X1-HUM

- (7) [redacted] unloading operations started in Belzig and Ziesar on 28 September 1950. [redacted] 50X1-HUM
- (8) [redacted] assigned to the rear services of the Eighth Gds Army. The information may be an indication that some components of this army may also participate in the fall maneuvers in the Magdeburg-Wittenberg-Dessau area.
- (9) Probably the Gr. Pankow railroad station west of Fritzwalk.
- (10) Twenty-three troop trains were observed in Rathenow during the period of observation. They came from Neuruppin, Wittstock, Schwerin, Wismar, Tecten, Pankow, Rathenow, Premnitz and Eberswalde. It is believed that all units unloaded may have participated in the fall maneuvers in the Magdeburg-Dessau-Wittenberg area since they were apparently unloaded in Belzig, Brandenburg, Altengrabow and, presumably also in Rathenow. The subject report also credibly confirms previous information on troops being loaded in Wittstock in late September and on 1 October 1950 and on a train in Neuruppin carrying an element of the 18th Mecz Div. [redacted] 50X1-HUM
- Information on the loading areas of the troops indicates that components of the Third Shock Army and the Second Gds Mecz Army are probably participating in the fall maneuvers.

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